

BRITISH IRON COMPANY.

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COMMARTIN AND NORTH DEVON MINING COMPANY.

The annual general meeting of the shareholders in the company, Combeston, on Wednesday, the 16th instant, J. G. MAXWELL, Esq., is the chair. After the usual preliminary business had been gone through, Mr. W. NEWTON (the secretary) read the following reports:—

IRBYTON'S REPORT

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CAPTAIN'S INFO

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CONSOLIDATED TRETOIL MINING COMPANY

The annual general meeting of the shareholders in the company, at the offices, St. Michael's court, on Thursday, the 25th instant, G. H. HEPPELL, Esq., in the chair.

The CHAIRMAN read the notice convening the meeting; and then read the last annual meeting, on the 21st of August, 1849, having

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Another trial has taken place in the presence of the Lord Lieutenant, and still more signal success than the experiment before recorded. Two or three stages occurred in the rate of twenty-five miles an hour, in three minutes and returned to the original place, to which was succeeded in five or six miles. A rate of fifty miles an hour may be easily obtained with perfect safety, with the least perceptible amount of danger. It is to be hoped that the trials with the locomotives experimented will have the effect of creating a more free and wide-spread intelligence respecting the safety of travelling by rail, and the distribution of the locomotives.—*Standard* (London) Press.

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permeance, and with a comparatively small outlay, it will ultimately reward the shareholders by a successful result.

The following is a report of the mine agents who were sent to the mine on August 21st—Since our annual meeting in August, 1941, we have opened 311 fathoms of ground, in different parts of the mine. The new engine shaft is sunk some 100 fathoms below the surface; the ground is very favourable for sinking—present price, 30 pence per fathom, exclusive of timber. This shaft is intended to intersect the Slide Park and Tregilgh's lodes, 120 fathoms below the surface in this part of the mine. The Slide Park, Tregilgh's, and Slide Park lodes will form a junction 120 fathoms below the surface at the old engine shaft, and at the western part of the mine, we expect, these lodes will intersect several fathoms below the surface. From what we have seen of these lodes, we form a very high opinion of their junction. Howland's shaft has been sunk several fathoms in the past year, which has brought us to the fifty fathoms level, under the adit, we cannot sink any deeper with our present engine. The fifty fathom level has been driven twenty-eight fathoms east and twenty-two fathoms west of this shaft—about one-half of this ground is productive; the western end is suspended, until a rise be held for ventilation; the lode in this end is eight inches wide, brisquet ground; the lode in the east end of this level is six inches wide, brisquet ground; the lode in the fifty fathom level east is six inches wide, brisquet ground; we have four fathoms more to drive in this end before we arrive at the boundary of Tregilgh's. The forty fathom level has been driven 100 fathoms—eighty fathoms of which is productive; the lode in this end is two feet wide, good brisquet ground; this end is driven fourteen fathoms east of the Tregilgh's boundary, and there are eleven fathoms more to drive before it will intersect the cross-course which has been discovered in the thirty; the ore ground is forty fathoms longer in this level than in the level above in this part of the mine; the lode in the row in the back of this level is one foot wide, very good brisquet ground. The thirty fathom level has been driven twenty-nine fathoms—four fathoms of which has been productive, this part being near the cross-course. The twenty fathom level has been driven eighteen fathoms—the greater part of it unproductive. The Blind Well's lode is sixty-four fathoms south of the Slide Park lode, and is driven on fourteen fathoms; this lode underlies north; from its appearance, and the ore we have raised from it, we think it will make a productive lode in depth. If we can keep the water, copper vein at a fair price, we are the ore holders down in the bottom of the forty in the western part of the mine, we think we shall be able to pay the cost of the mine, also the cost of sinking the new engine shaft.

H. WILLIAMS. J. MURDOCH.

In answer to a question from Mr. Smith, Mr. REEVE said the new engine-shaft would, perhaps, take from eight to twelve months to sink fifty fathoms, and the engine would not be required until they had reached that depth. The CHAIRMAN said, there were two circumstances which would tend to induce the proprietors to adopt the recommendation of the directors: the one was, the Lord had a right to expect an efficient working of the mine; and the other, the good reason the shareholders had to expect that the mine would prove valuable in depth.

Captain VIVIAN (of Cornwall) said he was not a shareholder, but he attended on behalf of several proprietors, holding a considerable interest in the mine, and he wished to know if he might be allowed to make a few observations. He felt much inclined to purchase shares, if he found the affairs of the company were being conducted to his satisfaction.—After a remark or two between the chairman and some proprietors, Capt. Vivian was informed he was at liberty to offer any remarks. He said the question put by a proprietor, as to sinking the new shaft, was a most proper one. Capt. Purkey was, no doubt, a good miner; the question was, whether, by increasing the power of the present engine, and sinking the shaft twenty fathoms or more, the outlay proposed might not be avoided—at least, for the present, and the lodes still opened in depth? He considered it would take two years to complete the shaft to fifty fathoms, while in six months they might sink from ten to twenty fathoms in the old shaft, and open levels to prove if the lode increased in value.—After a great deal of conversation on the subject, Mr. BIXTON asked Mr. Vivian if he was aware that the old shaft was not perpendicular, but sank on the course of the lode, with an underlie of perhaps two feet in a fathom.—Captain VIVIAN said that certainly was important, nor was he aware of it, as he had never inspected the mine; in that case, he certainly considered the new shaft necessary, and, as to the situation, just on the boundary of the two sets, there was no doubt it was the most proper spot on the mine.—Mr. SMITH moved the adoption of the report, which was seconded, and carried unanimously.—With reference to an observation in the report, alluding to a further call, a very long conversation ensued, respecting the shares on which the last call had not been paid. It was urged by some proprietors that these shares ought to be forfeited, unless the calls were settled immediately, but this was explained by the chairman and Mr. BIXTON, that the directors had long had the matter under consideration, but had felt some difficulty as related to the forfeiture of shares, in consequence of the consolidation of the two companies. They, however, had little doubt of getting over the difficulty; and intended to forfeit the shares previously to making another call.—Several shareholders strongly urged that the matter should be brought to a settlement, and a resolution was passed.—That it be a recommendation to the directors to take the earliest measures for the forfeiture of all shares on which the call of 5s. has not been paid.

The CHAIRMAN then called attention to the necessity of filling up the direction; Mr. Chippendale and Mr. Flint had resigned, and Mr. Reeves had given notice that, in consequence of the multiplicity of business connected with his own private affairs, it would be impossible to continue a member of their board, but he would remain in office for two months longer, to give them time to choose another director, should the number not be filled up by the meeting.—Mr. SMITH then proposed Mr. Robert Hart Pike as a director, which was seconded, and carried unanimously.—A vote of thanks was then passed to the directors and chairman; the latter replied, and the meeting broke up.

NEW ZEALAND COMPANY.

A special general meeting of the proprietors in this company was held at the office, in Broad-street-buildings, on Monday, the 21st instant. Among the directors present were W. Hutt, Esq., M.P., R. D. Mangies, Esq., M.P., S. Marjoribanks, Esq., M.P., J. A. Smith, Esq., M.P., Sir L. L. Goldsmith, Bart., Sir J. P. P. Bart., J. R. Gower, Esq., Alex. Nairne, Esq., W. King, Esq., E. G. Wakefield, Esq., and others.

JOSEPH SOMES, Esq. (Governor), in the chair.

The notice convening the meeting having been read, and the usual preliminary business gone through, the SECRETARY read the directors' report, which entered into a full statement of the grounds on which they were induced to ask permission to increase the available capital of the company, by means of a loan. It stated, that, since the commencement of the undertaking, the paid up capital had not exceeded 200,000l., and, from the extensive proceedings carried out during a period of more than four years, when three distinct settlements had been formed, comprising a population of at least 10,000 persons, it was evident that, but for other resources, such amount of capital would have been wholly insufficient; and still less could they have acquired a property of one million of acres of fertile land, in the most favourable positions of a colony in which the minimum price of waste land was fixed by the Legislature at 1l. per acre. It was the public confidence which had enabled the company to progress in the way it had done; it was the purchasers of the land who had enabled them to colonize their own, and acquire further landed property, on a scale for which, if such confidence had not been extended, the capital would have been quite inadequate. In disposing of land, the directors did not seek merely to secure the highest price; but, in order to promote colonization, they had fixed the portion of the sale price to be retained by the company at only half the legislative minimum price of land, which system thus enabled purchasers, even with benefit to themselves, to contribute to the public objects, the establishment of which would promote the best interests of the colony. The directors, had, however, long been satisfied that the paid up capital would be inadequate to carrying out the great objects of the company. Surveys and other public works were being carried on at its expense, to be repaid in land, which was equivalent to its being paid up capital invested in the purchase of land; and it was principally with a view to carry out the engagements of the company with respect to these surveys that the additional capital was required. The increase was also most particularly necessary at this time, not only from the acquisitions of land about being made at Auckland, but from an important concession on the part of Government. By the original agreement with the Crown, the company were confined to the districts on either side of Cook's Straits; but, with the sanction of the land government, they are now enabled to select sites in any part of New Zealand. The consequence was, that two phases of fresh settlements had been authorized. One was a proposal for a frontier settlement; and the other would be a place on a large scale for religious and educational purposes, in connection with the Church of England. Under these circumstances, the directors had to choose between recommending a call on the subscribed shares, or raising money by way of loan, and they had, after due consideration, determined on the latter course; but, in the event of the permission being granted, the report stated that it was the intention of the directors only to avail themselves of as much of the loan as the circumstances—viz., 10,000l.—and, further, that they proposed to provide a guarantee fund, by setting apart a certain portion of the proceeds of all future land sales for this special purpose.

A letter was read from the Governor to Lord Stanley (Secretary of State for the Colonies), requesting an application to the Crown, to grant a supplementary charter, empowering the raising of the new capital.—This had been sent by Lord Stanley with a cordiality and promptitude for which the directors did not doubt that, in fully assenting to the supplementary charter, the meeting would feel themselves to express their thanks.

The GOVERNOR (Mr. SOMES) stated that, if not taken by the public, there were three gentlemen who were willing to advance the whole sum required for the loan.—Mr. HUTT, M.P., explained that two of the gentlemen to be applied to were the Governor himself, and Sir Isaac Lewis Goldsmith, who was also present, and each of whom was prepared to lend the company the sum of 10,000l.—Sir L. L. Goldsmith and the GOVERNOR accordingly stated that they were willing to lend each 10,000l., at 5 per cent., or each 10,000l., at 4 per cent.—Mr. HUTT then proposed that Mr. Hutt, Mr. P. P. P., Mr. King, Mr. Marjoribanks, Mr. Gower, Mr. Nairne, and Mr. Wakefield, should be authorized, empowering the directors to raise a loan of 10,000l., and establishing a guarantee fund, 10,000l.—The chair being taken by the Governor, was taken by Sir L. L. Goldsmith, who, after having been voted to the chair, the meeting separated.

PONTOP AND SOUTH SHIELDS RAILWAY COMPANY.

The third half-yearly general meeting of the proprietors in this company was held at the office, in Guildhall-buildings, on Monday, the 21st instant.

ROBERT STAPLETON, Esq., in the chair.

The advertisement convening the meeting having been read by R. TIER, Esq. (the secretary), and the minutes of the general meeting of the 13th of February having been confirmed, the following report was read:—

REPORT.

In submitting to the proprietors the revenue accounts for the half-year just ended, the directors have the satisfaction to state, that, notwithstanding the almost unprecedented depression of the coal trade, on which so large a proportion of the income of this railway depends, the expectation held out in their last report as to the amount of profit has been thus far fully realized, the total receipts on the half-year having amounted to 20,264l. 3s. 4d., while the expenditure during the same period has been 19,247l. 15s. 4d.—leaving a net balance of 1,016l. 18s. Compared with the accounts of last year, a considerable falling off will be found in the quantity of coal shipped for export or foreign consumption, which is mainly to be attributed to the depression in the duty, which has since come into operation; but the deficiency is more than compensated by the increase which has taken place in the home trade, arising from new collieries having been brought upon the line, the result showing an excess in the total amount of tonnage over the corresponding period of last year of upwards of 200,000 tons—the quantity shipped in 1841 having been 212,260 tons, and in 1842 224,326 tons. It will be in the recollection of the proprietors, that the quantity shipped in 1842 exceeded that of any former year since the railway was established; and the directors consider this steady increase in the staple branch of their trade, in a period of acknowledged depression, as the surest proof of the ability of the undertaking. The directors recommended that a dividend of 20s. per share be now declared, being at the rate of 5l. per cent. upon the capital paid up. Since the last meeting, the whole of the money authorized by the Act of Parliament to be raised on mortgage of the tolls has been borrowed, without difficulty, and with the proceeds every liability of the late Stanhope and Tyne Company, which has become due up to this time has been discharged. The whole debt is now reduced to the sum of 77,700l., which is spread over a period of six years; and the directors anticipate no difficulty in meeting it as it becomes due, without the necessity of making any further call upon the proprietors. The period within which the proprietors of the late company were to declare their option of taking shares in this company having now expired, the directors propose issuing the remaining 300 shares at their disposal as opportunities may present themselves. They have thought it right, however, to include these shares in their calculation for the dividend, leaving the amount as a disposable fund for future consideration. In advertising to the future prospects of the concern, it appears almost superfluous to add anything to what has been already stated. It may be observed, however, that the works of the Newcastle and Darlington Junction Railway are rapidly progressing, and the line is expected to be opened to the public in July of next year. Nothing has occurred to change the opinion of the directors as to the benefit likely to be derived by this company from the completion of that undertaking, both as respects the traffic on their own line, and the value which will be given to their interest in the Durham Junction Railway. Some negotiation has taken place respecting a sale of the last mentioned railway to the Newcastle and Darlington Company, but the treaty is not at present in a sufficiently advanced state to enable the directors to form an opinion as to the probable result, the proprietors may rely, however, that, if it proceeds, the interests of this company will be carefully watched.

From the statement of accounts, it appeared, that, for the half-year ended July 15, 1843, the real traffic account was 31,100l. 3s. 1d. due on merchandise, 10,047l. 15s. 11d.; and the passenger account, 10,047l. 11s. 5d.—giving a profit on the whole revenue account for the half-year of 10,161l. 18s.

The CHAIRMAN said, he wished to make a few observations on the present situation of the Durham Junction and Newcastle and Darlington companies. There could be no doubt but that it would be highly advantageous to both parties if the two railways were formed into one line of communication. The Durham Junction line had cost 100,000l.; and this was the sum which he, as referee, had recommended one party to pay and the other to receive, which he considered as a fair price, and would, he believed, advance the interests of both, if purchased by the Darlington Company. However, on his proposing such terms to Mr. Hudson, that gentleman decidedly declined. He (the chairman) still considered that the sum named was considerably within the real value of the line; and, as acting for both parties, he should recommend that the communication should be simplified by the connection of all the lines.—Mr. GROUT said, that, as a shareholder in the Durham Junction line, he was not prepared thus at once to sell his share in the company.—M. H. REEVE, Esq., explained, that there was no occasion to press a bargain on either side, as the Durham Junction line (one moiety of which was the property of the Pontop and South Shields Company) being between the other two lines of railway, each must pass over it, and they were in equally as good a situation to sell as the other party were to buy.

Some further conversation took place, when Mr. GROUT moved, "That the directors' report be adopted, and printed and circulated among the proprietors," which was seconded by Mr. POCOCK, and carried unanimously.

In answer to a question from a proprietor, the SECRETARY stated, that the traffic on the Durham Junction line for the past year was 250,000l., of which only 17,000l. was for passengers.—A dividend of 20s. per share was then declared; and thanks having been voted to the directors and chairman, the meeting separated.

LONDON AND BLACKWALL RAILWAY.

The half-yearly meeting of this company was held at the London Tavern, on Tuesday, the 22d inst., and was well attended.—The chair was taken by Wm. HOUTH, Esq., at the wish of his colleagues, who requested the SECRETARY to read the report, which stated that the directors' recommendation for a reduction of fares having been unanimously agreed to, came into operation on the 10th of March last, and the following statement shows the amount received in each month, as compared with the corresponding months of 1842:

	1842.	Amount.	1843.	Amount.
January	125,226	2286 9 2	102,550	2118 12 2
February	127,500	2428 6 2	96,572	2017 17 6
March	124,750	2262 12 6	96,479	2018 10 9
April	16,907	3226 5 2	121,292	2018 10 9
May	241,000	4928 10 2	204,420	2024 10 2
June	248,617	4775 8 2	200,200	4220 8 2
	1,080,010	22,010 10 4	999,000	21,101 18 10

In the passenger traffic there had been a decrease of 63,332 in numbers, and in amount 3957l. 19s. 6d., and there was a total deficiency in the revenue account of 2411l. 4s. 2d. The directors had made preliminary arrangements for a further sale of surplus property, to take place in September next. They expressed their conviction, which was strengthened from week to week, of the necessity of securing, as well as extending, the steam-hoat traffic, and regretted that the same view of the subject had not been taken by the proprietors generally; from want of the desired means, one most important branch, the Woodwick, had been seriously affected. They alluded to their expressed intention to resign office, owing to the conflicting opinions held by the proprietors, and having placed their seats at the disposal of the shareholders, it would be for them, at that meeting, to form such a direction as they may deem most competent to the management of the company's affairs. The report concluded by an assurance on the part of the directors to afford every information and assistance to those gentlemen who may be appointed to fill their places.—Mr. DANIEL and Mr. ATKINS (two of the committee of inquiry) spoke at considerable length on the result of the inquiry into the affairs of the company, and dwelt particularly on the good judgment displayed by the directors in fostering steam navigation, which they recommended to be continued, as a means of paying, at least, 7½ per cent. to the proprietors, but they recommended a guarantee fund as a protection to the speculators.—On the motion of Mr. ATKINS, seconded by Captain MANLY, M.P., the following five gentlemen of the old direction were re-elected directors—viz., Captain Manly, M.P., Mr. Harvey, Captain South, Mr. Haugh, and Mr. Robertson.—The following five propositions were then proposed by Captain MANLY, seconded by Mr. ATKINS, and carried unanimously:—1st, that Mr. Harvey, Mr. Bishop, Mr. Daniel, Mr. Ellison, Mr. Lee, and Mr. McNoughton, 1000l. per annum, in future, was proposed for the pay of the directors.—Mr. FANCY proposed an amendment, which drew forth an eloquent speech from Mr. HARVEY, in favour of the original motion, and gave rise to some discussion, when Mr. FANCY, at the suggestion of several proprietors, withdrew his amendment, for allowing the directors 5 per cent. on the net profits of the railway, and the motion for allowing them 1000l. per annum was carried unanimously.—Sir L. L. GOLDSMITH, Bart., thought every method should be adopted to induce the other shareholders to frequent the wharf, and if they were successful, a little revenue would, no doubt, be realized.—Captain MANLY said that was their plan, and it would be continued.—The SECRETARY read the resolution for the raising of a guarantee fund of 12,000l. in 20,000 shares of 10s. each, to indemnify the proprietors of steamers in case of loss through applying their vessels in the service of the railway, towards which it appeared that about 6000 shares were already taken.—In answer to a proprietor, it was stated by the DEPUTY CHAIRMAN that it was against him from that day forward.—Mr. STAPLETON hoped if there had been already any loss by the steamers, it would be cleared.—The CHAIRMAN replied that he could distinctly say that there had been no loss, and he would say, without any hesitation, that if it had occurred, they should have looked to the proprietors for indemnification.—The motion was then carried by a very large majority.—After some conversation, Mr. Bishop, Mr. Lee, Mr. McNoughton, and Mr. FANCY were unanimously chosen auditors.—In reply to Mr. WILKINSON, the CHAIRMAN said the subscription for the guarantee fund was to be quite voluntary.—Mr. STAPLETON said he had been one of those who had declined of the good management of this concern, but from the recognition that had taken place, he was now the proprietor, and must feel indebted to the late board for the judgment and decision they had displayed. He would, therefore, propose—"That the meeting do tender their best thanks to the late board of directors, who have resigned their offices, and particularly to their several conductors in calculating, at their own risk, three of the last steamers in the Liverpool trade."—Mr. ATKINS seconded the motion, which was passed unanimously.—The CHAIRMAN returned thanks, and said the board had always looked to the interest of the proprietors, but no member of it had ever professed to be an engineer, or a collector of property, or a bargainer. He would say that of himself and the gentlemen who retired from

the direction, that they would always feel deeply interested in the welfare of the undertaking.—The meeting then separated.

[We are happy to find the notice of the above meeting on entirely different from the preceding—having transmitted in a manner highly flattering to the directors. From the importance of the Liverpool Railway as a public convenience, and the large sum expended, without any profit to the shareholders, we wish it every encouragement. The retirement of one-half of the late directors, and the filling of the vacancies by the committee of inquiry, will, no doubt, satisfy all the proprietors; and, judging from the names of the parties, we have no doubt that the whole of the new direction—adopting one of Mr. Levy's pithy observations—"will go well in harness together."]

EASTERN COUNTIES RAILWAY COMPANY.

The half-yearly meeting of the shareholders in this undertaking was held at the station, Shoreditch, on Thursday, the 24th inst. The chair having been taken by HENRY BOSANQUET, Esq., the advertisement calling the meeting was read, and the seal affixed to the list of proprietors.—The report of the directors was next in rotation, from which it appeared that the line had been progressing most satisfactorily since the opening to Colchester. The total sum expended to the 6th of July was 2,700,107l. The gross receipts for the half-year were 43,183l. 2s. 7d., out of which sum a net profit of 22,044l. was left for interest, dividend, &c., and 2011l. remained to be carried to the next account. The dividend recommended was 5s. on the new shares, and 4s. on the old shares. The directors intended to re-assess their application for the branch line from Stratford to the Thames.—Mr. NATHAN complained of having received an letter informing him of the meeting, and said it was not customary to send letters to the proprietors. He remembered the question was discussed eight meetings ago, and as they had 1700 proprietors, and the advertisement was thought a legal notice, the plan was not recommended.—Mr. WILKINSON entered into a speech of considerable length, in which he complained that the receipts were not sufficiently detailed, and thought it very impolitic for the directors to make an large dividend, if any dividend at all, when they had a debt of 1,133,737l. for the payment of which no provision was made. In respect to the fares, he thought they were much too high, and were even higher than the Brighton, without the same inducements to travellers, and as a dispute was now existing between the company and Lord Petre, he thought it right that the shareholders should know the cause, that the directors might be fortified by their opinion.—The CHAIRMAN replied to the worthy proprietor at length, and said their fares were lower than the Brighton fares, though the Eastern Counties was a much younger line. Mr. DUNCAN, in reply to a proprietor, who drew attention to Lord Petre's letter in that day's Times, said that they had met with his lordship's opposition for building a platform and stairs one mile off from his residence, when he had assented to their doing it within a quarter of a mile, so that the opposition, a fortiori, was the more grievous. He had no doubt the company would be found to be in the right, and he hoped the affair would be left to the directors.—Several memorials were then put in, and read by Mr. DUNCAN, which showed the difficulty the directors had in fixing on a situation for a station most suited to the public convenience.—After some friendly observations from various proprietors, on the advisability of stopping litigation, and other topics, the report was adopted, and thanks were voted to the directors, when the meeting adjourned.

[The directors, and a large body of shareholders, made a visit of inspection of the line and the stations, on Wednesday, in a special train; the party left Shoreditch at half-past eleven, and, after surveying the arrangements throughout the line, were regaled with an elegant dinner at Colchester.—Mr. BOSANQUET presiding. The train stopped at Chelmsford, Kelvedon, and at the Exeter viaduct, which is a very splendid work, and reflects the highest credit upon the engineer, Mr. Benthall, by whom it was designed and carried into execution; it consists of seven strongly built brick arches, each of which is fifty feet span and fifty-two feet in height, and capable of supporting any weight. The arrangements were altogether excellent, and gave very general satisfaction.]

LONDON AND GREENWICH RAILWAY COMPANY.

An adjourned special meeting of the proprietors was held at the London Tavern, on Thursday, the 24th inst., W. SHADWELL, Esq., in the chair.—The meeting was for the purpose of hearing a further report from the committee of inquiry, previous to which the CHAIRMAN informed the meeting, that the scale of fares recommended came into effect on the Sunday previous, and that the system of annual tickets would also immediately be brought into operation.—The further report was then read, which was stated by Mr. MONY to be not so perfect a one as the committee could have wished, as the directors of the other companies appeared to have united in one particular, from which they could not be moved. It stated that they had attempted to obtain a sale of the line, or a permanent rental, but not being successful, the only chance of amicable adjustment was the proportionate mileage toll; and the three boards of directors had agreed that this should be established at 11,000l. per annum, subject to the consent of the Greenwich proprietors.—A protracted discussion took place relative to the point of settlement with the South-Eastern Company, including the Croydon and Brighton, on the principle of the rate, guaranteed at 11,000l. per annum, half of the deficiency to be made up by the three companies if it should not reach this sum, and a deduction to be made vice versa should there be an excess. This was the recommendation of the majority of the committee appointed to negotiate the affair; but as it was stated that 13,000l. ought to be the guaranteed sum, instead of 11,000l., an amendment was moved to that effect, and carried, though by a majority of only three, the numbers being seventy-seven and eighty.—Another meeting is to take place next Thursday, to ascertain the answer of the three companies to this modified proposal.

BRISTOL AND EXETER RAILWAY COMPANY.

The fourteenth half-yearly general meeting of the proprietors was held at the White Lion Hotel, Bristol, on Wednesday, the 23d inst.—F. HICKS, Esq., took the chair.—The report was read, which gave much satisfaction. It stated that the amount of fixed rent and share of toll by the Great Western Company amounted to 25,994l.—that though the general depression of trade had affected nearly every line of railway in the kingdom, they had felt it less severe than others had in the passenger traffic, while that of goods had considerably increased. The engineer's report stated, with confidence, that the line would be opened throughout in Easter by July, 1844, and the directors recommended a continuation of the dividend of 25s. per share for the half-year ending 31st October, free of income tax, being above 4 per cent. per annum on the paid-up capital. The report then alluded to the proposed line from Exeter to Plymouth, and the directors considered it practically, under suitable conditions, to afford the required aid, in conjunction with the Great Western Railway Company, the completion of such line being of the utmost importance to the welfare of their undertaking; the whole sum at present agreed to be advanced was 400,000l. The balance in hand, after providing for the outlay, purchase of land, &c., was 208,261l. 14s. 3d.—After some conversation, chiefly on the carrying out the Plymouth line, the report and accounts were adopted, the dividend of 25s. declared, and thanks having been voted to the chairman, directors, and secretary, who severally replied, the meeting separated.

BIRMINGHAM AND DERBY RAILWAY COMPANY.

The half-yearly meeting of shareholders took place at the board room, Derby, yesterday, Saturday, August 20th, 1843.—The report stated that the contract with the Midland Counties Company had prevented any increase in the traffic, which was about the same as the previous half-year; reductions had, however, been made in the carriage and locomotive department of 25000l., and in salaries and wages 10000l. per annum. The directors had approved of a proposition for amalgamating the three lines which centre in Derby; and the result of the negotiation, now pending, would be laid before a special meeting. The surplus revenue for the half-year was 22315l. 19s. 7d., which, with the former balance, 1135l. 11s. 11d., was available for a dividend of 10s. per share.—Mr. CHAMBERLAIN expressed himself anxious for the amalgamation of the companies, but complained of the liberal conduct of the Midland Counties people, in granting 7s. 6d. per share, when the original, and what he considered, just, proposition was 10s.; and he said with the directors felt strong enough to adhere to the latter.—After some conversation, the report was adopted, the dividend declared, and the retiring directors were re-elected, when the meeting separated.

BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

The half-yearly general meeting of this company took place at Dan's Hotel, Birmingham, on Tuesday, the 24th inst., Captain MACKENZIE, R.N., in the chair.—The report stated that the receipts during the half-year had been 12,810l. 17s. 6d., and expenses, including interest, 20,255l. 6s. 11d.—being 2500l. less than the preceding half-year; the balance of profit was 2260l. 7s. 6d., which, with the balance of 31st December last, made a total of 10,100l. 10s. 11d.—from which the directors recommended a dividend of 12s. per share. Four additional short trains between Cheltenham and Gloucester had been retained, and the fares reduced to first-class 1s., second-class 6d., and third-class 4d. The report then referred to their new Act, to enable them to form some additional works, which had passed the legislature, and also stated that the one engineering works to raise a further capital received the Royal Assent on the 27th June last.—A long and interesting conversation took place, in consequence of Mr. JOSEPH STAPLETON withdrawing on the conduct of the directors, in some points of arrangement with the Great Western Company, which, however, ended amicably, and the report was adopted; the proposal of the 12s. dividend, and the issue of bonds for the raising further capital, was also agreed to, and the election of new directors having been completed, with the usual candidates being Messrs. HUGHES, GIBSON, TATE, and FLEMING, thanks were voted to the chairman, and the meeting separated.

but is it not notorious, that there is an obligation on the part of the miner to sell? We will take the last week's ticketing, which gave an average standard of 99d. 7a., with a produce of 84, the average price being 5d. 13s. 6d. Now, it is quite clear, that ore of the same produce might obtain only, at the next ticketing, a bid of 3d. 13s. 6d., and yet the seller would be bound to take the offer, because the smelters (some five or six in number) will not allow of any parcel of ore being withdrawn.

Here, then, we join issue with "R. W." He says they are not bound to buy. Agreed so far; but with the system of monopoly which exists, is it not apparent to him that the miner, who lives from month to month on the produce of his ore, must needs take the bid—indeed, when he goes to ticketing, he is compelled to sell. The Miners' Company attempted to aid the miner, but the smelter had not only too strong a hold on the mining adventurer, but on the consumer—for in case of purchase from the Miners' Company, he might well expect that he could no longer remain as a debtor on the books of the smelter-merchant.

We are told by "R. W." that the smelters are subjected to the loss of interest on their purchases; but we would ask him, would they purchase without a prospective advantage—for instance, pig-iron might now be purchased at 35s. per ton; a capitalist investing his money would be well satisfied with the profit at the expiration of twelve months, should it rise to 60s. per ton, without considering the question of interest. Again, we are invited to a simile between the cotton trade of Liverpool and the ticketings of copper ore. If that our correspondent had not in view so beguiling the question as indirectly to mislead the reader, we should have charged him with exercising so much innocence as we fear would not have been considered by him as complimentary; while we would ask, does he not know that cotton, or any other goods, are sold at a price, whether by auction or otherwise, marked or determined by the merchant, broker, or agent—ores are sold at the price which the buyer feels disposed to give. We hope the agitation of the question will lead to some alteration—for the miner, as we have ever contended, is in the hands of the smelter. It is quite clear, that when the standard was high, no advance was made in the wages of the workman; when it declines, then a reduction is required; while, as relates to the working miner, it must be borne in mind that a reduction in the price of ore at ticketing affects the tributer as to the rate at which he takes his pitch, and, as is the case too generally, whose wages do not average more than 12s. 6d. weekly.

We are far from being advocates for excessive wages, but we would ask for the labourer his due. We consider the hard-working and toiling miner underground to be the most ill-paid—far more so than the agricultural labourer. On the other hand, we consider those employed in the smelting-works to be paid not less than the labour and risk of health to which they are subjected demands. It is true, there are some who obtain a higher rate of wages, and to which they are well entitled, but such isolated instances do not alter our position. In conclusion, we recommend "R. W." to evince more kindred feeling for his fellow-men, and not endeavour to support the smelters, and others interested, at the expense of the working miner or operative smelter.

The interest which has been excited by the letters of our intelligent correspondent, "W. W.," on Mining in Spain, induces us to direct attention to the advertisement, which appears in another column, having reference to the Metallurgical Association formed at Alicante. The interest and importance attached to all operations in Spain, and more especially to such as apply to the reduction of ores, will, of itself, be sufficient to warrant our notice; inasmuch that, while we are anxious to afford every information as regards mining adventures abroad, it behoves us to look at home to the position in which we are placed. Without, however, entering upon the question of the effect which may be produced on home enterprise, by the development of the mineral resources of other climes, we may, on the present occasion, advert to the main features presented by the report.

It appears that the cost up to the end of April was about 110,000 dollars, while the "profits on an average of nine months' work, with actual force at both works, on a capital of 50,000 dollars, was 54,904 dollars," from which, however, it must be observed some preliminary expenses have to be deducted, as also interest on loan, which reduces the actual net gain, including every charge from commencement of the undertaking (some sixteen months since), to 61 per cent return on the capital employed. We find that a further issue of shares at an advanced rate, is contemplated, the shareholders not being answerable beyond the amount of their respective shares. Thus it is that our neighbours are prosecuting, not only their mines but metallurgical operations; this company alone having smelted 373,738 oz. of silver, and 16,084 cwts. of lead—and which renders this subject one of immediate interest. We hope to be in possession on an early day of some further information as regards the Spanish mines, which, if we mistake not, are likely much to affect our home interests.

We refer, with much satisfaction, to the lucid address of Mr. AUSTIN before the Select Committee of the House of Lords, on the British Iron Company's Bill, as it conveys, in few words, all matters of interest connected with the company, explaining its position, and the ground on which the application is made. We heartily congratulate the company on having effected their object so far, as they will thus be enabled to discharge the claims upon them, and look upon the capital to be raised as that of a new company, although, in all probability, subscribed by the present proprietors. We can well imagine that the purchase is one of a beneficial nature, it being borne in mind that property, which has cost 1,500,000*l.*, is purchased at less than one-eighth of such sum, or 300,000*l.*; and, with the prospects which present themselves of the improving state of the iron trade, we feel assured that the investment cannot fail to be attended with a successful issue.

It is highly satisfactory to find that the Iron Trade is improving—and, indeed, now that it has found its level, or, as some would say, "turned the corner," we trust that we shall henceforward have to report better prices. The "strike" of the colliers will, we expect, no longer be heard of—for, with an advance in price of iron, we may well imagine that the ironmaster will not enforce a further reduction in wages. In this instance, as well as that of the Copper Trade, the interests of master and man are so co-equal, that it is the duty of both to meet the times. With prosperity, wages will advance—with adversity, all must bear their proportion of suffering.

MINING BUSINESS.—We have received a letter from Thos. Beazley, who describes himself as having been employed on the mine as engineer for the past five years, in which the statements made, if founded in truth, are highly discreditable to all parties concerned. As the promulgation of the charges might subject us to action for libel, even if true, and as they are calculated seriously to affect the character of certain parties, we have considered it our duty to communicate the contents to the parties implicated. By the submission of the writer, he has lost himself to a system of plunder for the past five years, and, we presume, is now only honest enough to admit the part he took so that he may inspire others.

RAILWAY BILL.—By a Parliamentary return just issued, some interesting information is afforded respecting the number of railway bills brought into the House of Commons, with the number of Acts which have been passed since the close of the year 1839.—In 1840, the number of bills was twenty-seven; in 1841, twenty-four; in 1842, twenty-five; in 1843, thirty-one; in 1844, thirty-three; in 1845, thirty-five; in 1846, thirty-seven; in 1847, thirty-nine; in 1848, forty-one; in 1849, forty-three; in 1850, forty-five; in 1851, forty-seven; in 1852, forty-nine; in 1853, fifty-one; in 1854, fifty-three; in 1855, fifty-five; in 1856, fifty-seven; in 1857, fifty-nine; in 1858, sixty-one; in 1859, sixty-three; in 1860, sixty-five; in 1861, sixty-seven; in 1862, sixty-nine; in 1863, seventy-one; in 1864, seventy-three; in 1865, seventy-five; in 1866, seventy-seven; in 1867, seventy-nine; in 1868, eighty-one; in 1869, eighty-three; in 1870, eighty-five; in 1871, eighty-seven; in 1872, eighty-nine; in 1873, ninety-one; in 1874, ninety-three; in 1875, ninety-five; in 1876, ninety-seven; in 1877, ninety-nine; in 1878, one hundred and one; in 1879, one hundred and three; in 1880, one hundred and five; in 1881, one hundred and seven; in 1882, one hundred and nine; in 1883, one hundred and eleven; in 1884, one hundred and thirteen; in 1885, one hundred and five; in 1886, one hundred and seven; in 1887, one hundred and nine; in 1888, one hundred and eleven; in 1889, one hundred and thirteen; in 1890, one hundred and five; in 1891, one hundred and seven; in 1892, one hundred and nine; in 1893, one hundred and eleven; in 1894, one hundred and thirteen; in 1895, one hundred and five; in 1896, one hundred and seven; in 1897, one hundred and nine; in 1898, one hundred and eleven; in 1899, one hundred and thirteen; in 1900, one hundred and five; in 1901, one hundred and seven; in 1902, one hundred and nine; in 1903, one hundred and eleven; in 1904, one hundred and thirteen; in 1905, one hundred and five; in 1906, one hundred and seven; 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could rely. By exhibiting to them specimens of what he and his comrades had dug out, and raising their expectations, he at length prevailed upon them to enter into an association with him, and club together a small sum, for the purpose of making a final effort to secure the prize, which, he assured them, was at hand, likely to crown all their labours, and for the attainment of which he recapitulated the sacrifices made by himself and Valentin. Their assent obtained, the new company resumed workings, but, being all persons totally unacquainted with underground operations, and still apprehending the consequences of cutting in professional advice, the second fund subscribed soon became exhausted, without having produced any tangible result, and the whole necessarily was suspended. More provident than Valentin, the new company, however, had the precaution to employ with the requisite formalities in the inspector's office, and the mine chosen had been regularly denounced, and allotted as a *perforación*, or sett. At this juncture, a person of the name of Julian made his appearance at Vera—a bold and enterprising man, slightly initiated in the secrets of mining, a pursuit to which he described himself as most warmly attached. As a bar had already been put to interference with the property registered, and to which bounds had also been affixed, after a consultation among themselves, one of the shareholders called upon him, exhibited some of their samples of ore, and asked his advice. Señor Julian seemed greatly surprised at the metallic lustre and weight of the lump of ore displayed, as well as with the confidence reposed in him, and, after calling in the aid of his magnifying glass, and using a few of the simplest tests, he rose up from the table in a perfect ecstasy, and, wrapping his cloak mysteriously round him, declared that he had never seen anything so rich in the course of his study and experience, fervently congratulating the fortunate finders of an valuable treasure on their good luck. Then, for the first time, they heard that the ore contained a good proportion of silver, and this assurance carried with it the more weight, in consequence of Señor Julian's eager entreaties immediately to be conducted to the spot where it was dug. Accordingly, the next day, accompanied by D. Diego Gonzalez and D. Bernardino de Caro, both of Vera, Señor Julian proceeded to the Barranco Jarro, and, reaching the spot where the Carmen sett had been traced out, he descended the main pit (if such it could be called), examined the ground, and was not long in declaring it as his opinion, that they had met with a branch, which had separated from the lode sought for, but would inevitably unite with it again, as they proceeded deeper, when they would reach a deposit of galena, or argentiferous lead, capable, not only of rewarding them for their past sacrifices and disappointments, but also making the fortunes of every party concerned in the enterprise. Wound up to the highest pitch of expectation, the little exploring party returned to Vera, where Señor Julian was very prudently sounded on the score of expenses. He well satisfied were the two gentlemen, above-named, with his opinion and subsequent report on the prospective cost, that they determined between themselves to have the little company revived, and that the original shareholders should each furnish an additional sum of 1500 rials (15*l.* 13*s.*), with which purse, they had been assured, the great work might be accomplished. These preliminaries settled, Señor Julian was dispatched to Cuernavaca, to confer with D. Miguel Soler, not the original, but the second, proprietor, and, through poor Valentin's death, now the leading man in the concern, and who was readily convinced, by Señor Julian's arguments, that it would be to his interest, and that of his partners in the town, to make the further sacrifice required. Three parties were in this way secured, but the execution of the project was still delayed—in fact, it nearly failed through the difficulties experienced by the other associates in making up the quota assigned to each.

At length the new stock created, amounting to a sum equal to 231,18*s.*, was paid up, and a seventh share allotted to Señor Julian, who was appointed to direct the works, with a salary of 10 rials (2*s.*) per day. The operations were now, for the third time, resumed, and conducted with judgment and assiduity. This, on all hands, is acknowledged; but, so strange was the fatality which seemed to hang over the enterprise, that, after lasting away, and actually finding, a lode, although at a shallow depth, a project was formed, and even an attempt made, to assassinate Señor Julian within the works, by some of the parties interested, who declared that he had deceived them, and that the ore dug out, instead of being silver, was nothing more than rubbishy iron. So great, indeed, was the prejudice at first entertained against it, that no purchaser could be found, and I have already recorded the fact, that Señor Heredia, the extensive smelter, contracted for a large supply of the first Sierra Almagro ore at 5 rials per quintal, whereby he laid the foundation of the large fortune which he has since amassed. So great was the depression at one time prevailing in reference to the Virgin del Carmen adventure, and on general belief that an saint in Heaven patronised the scheme, that some of the shares were actually sold for 2000 (20*l.* 16*s.*) and 3000 rials (31*l.* 3*s.*). The other original shareholders, however, not quite so hasty, and complacent of the ore, on their own account, in smelting furnaces at Aduca and other places, where it was cupelled, each receiving as favourable a report of the product as the most sanguine could have anticipated. To crown the good luck of the persevering few, who only commenced their labours in January, 1832, on the 24th of the following April the promised lode was discovered, at a depth of sixteen feet, when, three days afterwards, three more companies were formed, and the ore rose from 5 to 10 rials per quintal. I have already told you, in my second letter, above quoted, that, after this fortunate event, not one of the Carmen people would sell a share, or a particle of ore, at any price, and that a thirtieth of the Obsecration, the second mine registered there, could not be had for 60,000 dollars. Never were so many large fortunes made in one day.

It is now two years since the workings on the Jarro ridge commenced, and in an one of the mines opened there do the excavations yet extend 146 yards in depth. At the commencement of last July the Obsecration had only gone as low as 126, but specimens galleries had been formed in it, some supported with stone-work. This mine has come into great favour, owing to a promising discovery of gold, in addition to the other metals. The whole neighbourhood is, in fact, turned into a mine, as may readily be conjectured from the number of settlements delineated on the map. The two little towns of Cuernavaca and Vera, not long ago in a miserable plight, have acquired a new existence, and property in each tripled in value. As an enterprise for the benefit of the former, the municipal authorities have taken out of the mine, called San Antonio and San Miguel, and placed in the charge of a German engineer, named Dumas. The quintal of Almagro ore yields 20 to 25 per cent. of lead, and the latter from 20 to 25 per cent. of silver per 100 lbs. I have before intimated you, that in three years the Obsecration yielded 1,300,000 rials of ore; in four years the Obsecration 1,100,000 ditto; in two years the Esperanza 787,000 ditto; and in one year the Estrella 68,000 ditto. The quantity extracted from all the mines, at the present advanced period, is enormous, and the owners rely upon a continuance. The works of the main sett, of which I also gave you a short notice in my second letter, are carrying on with activity, and fast advancing towards completion. The magnitude of the enterprise, and the readiness with which those who will be eventually benefited by it have embarked funds to pay the expenses, are the best proofs of the value attached to the mining locality above described. Several new smelting works are also in the course of construction there. Curious as was the discovery of the mineral ridge of Potosi, and great in its consequences, the success of settlements on the Jarro ridge contributes considerably to the success of settlements on the Jarro ridge, who accompanied Valentin to Vera.

América, August 24.

THE QUICKSILVER MINE IN MEXICO.

OR TWO YEARS OF THE MINING PROCESS.

Sir,—In your issue of the 1st of July you gave a statement relative to some operations that had begun and been carried out with regard to the working of a quicksilver mine in Mexico. They are now before me, through the medium of your Journal, if any further intelligence has reached you, as there have been two packets in since that time, and, considering it a thing of the greatest importance, not only to Mexico, but to all the mining districts of our own country, who are interested in the mines of that country, and any further information on the subject would be most desirable, particularly on account of the mining companies are at last settling to a profit, and should be able to obtain quicksilver at anything like a moderate price, we should then see the value of the business. I find, from the last accounts from Real del Monte, the price of that article is the only drawback to their working in an unprofitable point.

Should you think this worthy of insertion in your issue, perhaps some way may be able to give the desired information, should you not promise to insert it.—August 22.

We have not been able to obtain the information with regard to "B. L." the gentleman

of whom it is said that he has been employed in the mine, and, as each does not command from himself, we must leave it to others.

WEST WHEEL JEWEL.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As you must have been well aware that I was not the writer of the letter alluded to by "Scrutator" in your last, you should, at least, have stated as at foot, amongst your other *copied* remarks.

My accounts being under reference, I confidently await the result, spite of the rhodomontade of "Scrutator" and Co. Such ebullitions are worthy only of Old Nick!—the eleven feet being too plainly exposed.

I shall decline further notice of any anonymous letters. West Jewel will never really suffer by such silly means, in the long run. No one wishes well to her more than myself.

August 23.

UNDER-SHOT AND BREAST WATER-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I should feel obliged if you, or any of your correspondents, could inform me, the difference in power of a breast water-wheel twenty feet high and five feet broad, and an under-shot wheel fourteen feet high and three feet broad, with an effective head of ten feet—the supply of water in summer is limited. And, if I am not too troublesome, what would be the difference of water required to drive the wheel?—the speed is twenty revolutions per minute.—W. A. T., August 19.

(We think our friend, "W. A. T." will reply to this, for his knowledge of the subject is undoubted, and we believe him to be anxious to render information to others, such as he possesses. We hope, however, that other correspondents will communicate, through our columns, the result of their observations.)

SOUTHAMPTON DOCKS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Prior to the meeting on Friday, let me remind the proprietors that the directors are in debt to the company 12,550*l.*; under the following circumstances:—At a time when the proprietors had, by a vote, prevented any outlay of their funds, certain gentlemen in the "direction" took 251 shares in various proportions, and, about the same time (I believe I might say *thereby*), renewed the payment of "salaries to directors." The "calls" upon these 251 shares they pretended to pay with great regularity, and entered in the books "the cash paid" in due form. Recently, however, not liking "the property," they state that the said 251 shares were merely held "in trust" to prop up the company, and that as to the money paid in was all a sham, they having only given promissory notes, which, by an understanding between themselves, they promised never to pay; and they have kept that promise! The parties (I think there can be but one honest opinion on the matter) ought to pay the 12,550*l.*; we shall see, however, at the meeting, how the matter will be treated—such tricks are by far too bad.

City, August 20.

SOUTHAMPTON DOCK COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As the next meeting of this company is to take place on Friday, the 31st instant, I beg, through the medium of your valuable Journal, to call the attention of the shareholders to some facts elicited in the cross-examination of Mr. Bolger, the clerk of the company, before the committee of the House of Lords, on the 26th of June last, with a view to enable the proprietors to form a proper estimate of the value of the directors' *faux*, and to judge whether the maneuver in respect to 251 shares which certain of the directors and the secretary merely took "in trust" for the shareholders (without their leave, be it understood), should be considered as *service* for which they ought in *future* to be paid 1000*l.* per annum—or, to be dismissed from their offices forthwith:—

Question, Mr. Bolger, will you state, whether, by the books of the company, it appeared that the 251 shares were held "in trust," or as the individual property of each director?—Answer: As individual property.

Could the shareholders know they were held "in trust," from the entries which appeared in the books?—They could not.

Did you enter each of the eleven "calls" as so much paid in cash?—Yes. Were the calls paid in cash?—They were not.

How were they paid?—By promissory notes of the directors. Were such promissory notes paid?—No.

Were the promissory notes on stamp?—I cannot recollect. Were they entered in the book?—No.

Was it usual to enter other parties' promissory notes in the bill-book?—Yes. Can you say why the promissory notes in question were not entered in the usual manner?—No, I cannot.

Can you tell whether it was to keep the transaction a secret?—I cannot say. What became of the promissory notes?—They were forfeited at a public meeting. Was that done secretly?—I cannot tell.

Do you recollect the chairman refusing to give the names of the holders of the shares then under forfeiture?—Yes.

Would such course prevent the fact being known?—It would.

Mayfair, August 24.

(We ought to exclude the correspondence as related to the company, but we really believe the exposed not to be *per se*, and, therefore, give space which might be otherwise, according to our view, more beneficially employed.)

CORNWALL RAILWAY.—The deputation, consisting of Messrs. W. M. Tweedy and W. H. Bond, appointed by the meeting held at Redruth, a notice of which we gave in our last Number, had an interview with the chairman, secretary, and engineer of the Great Western Railway Company. This company, in conjunction with the Bristol and Exeter and Bristol and Gloucester Companies, have agreed to advance 400,000*l.*, for the purpose of assisting in the formation of a line to Plymouth, especially on condition that it should be so constructed as to be readily extended into Cornwall. The same parties are also anxious to see steps taken for carrying out such extension as early as possible, and it is likely they will afford even additional aid should circumstances warrant it. It is to be hoped a spirit will now be evinced by our Cornish friends, which will increase the success of the project—one of such vital interest to Cornwall and Devonshire. The deputation will proceed to London to obtain an interview with the Earl of Palmerston and other gentlemen now in town connected with the county on this important question.

THE GLoucester AND SOUTH WALSLEY RAILWAY.—An action was tried at Bristol, on Thursday last, on the part of Mr. J. K. Brunel, the eminent engineer, against the defendants, Mr. William Gurney, Colonel Cameron, and Mr. Swannell Harford, as three of the committee of the projected Gloucester and South Walsley Railway, to recover the sum of 1000*l.*, being the balance of an account of 2000*l.*, for surveying and drawing a plan of that line.—The defendants, by their pleader, denied their liability, and also pleaded the Statute of Limitations.—The principal testimony in the cause consisted of documents, such as the minutes of the meetings of the promoters of the undertaking, letters, &c.; in the admission of which legal objections were frequently raised by the learned counsel for some of the defendants, and argued pro and con.—The judge suggested a reference, and it was ultimately agreed that a verdict should be taken for the plaintiff for 1000*l.*, subject to a reference.

UNION OF RAILWAYS.—The committee appointed by the shareholders of the Midland Counties and North Midland Railways have met and agreed upon the terms for amalgamating the three lines, the North Midland Counties having had authority to negotiate for the Birmingham and Derby Railway. To the rescue, we understand, are the shares of the North Midland and Midland Counties' Companies are to be taken up, and the 1000 shares of the Birmingham and Derby are to be taken up, per annum but divided—other shares in proportion. It now only remains for the shareholders to assent to the amalgamation on these terms, for which purpose special meetings will be held as soon as the firms will admit. The continuance between the Midland Counties and Birmingham and Derby will at once cease, and perhaps in six or six weeks the new company will commence working the three lines as one.—Derby Reporter.

LIVE RAILWAYS.—It may have been seen that at a general meeting of the proprietors of the Southampton Dock Association, the sanguine expectations of the directors have been fully realized, and that in the short space of two years upwards of eight millions have been raised. This success is to be attributed to the peculiar principles upon which this establishment is founded: amongst which in the case of one of retaining the profits as a double guarantee to the second—a principle which ought to be more fully carried out, for it is the worst of faults which, in a great degree, prevents those who are desirous of securing, and thus providing for their families, from taking an necessary course. It is not the fault of the proprietors to be able to see safety more than another, but have the very security observed upon, demands a passing expression of commendation, and it is truly to be wished that those who have been called by these conditions the united progress of the experiment.

SALES OF LONDON.—Under his name, the Vice-Chancellor of England, at Lincoln's Inn, Mr. Chancellors have for an injunction, or prohibition, to restrain the defendants, a brother in Liverpool, from manufacturing and selling "white" window glass on the principle of a patent possessed by the plaintiffs, Messrs. T. & C. D. & Co., who are extensive manufacturers at South Shields.—The House of Lords yesterday examined the motion produced, and having heard the statements of Mr. Chancellors, expressed himself satisfied of the propriety, and made an order for the injunction as prayed.

THE SOUTHAMPTON DOCK.—As to the success of the advance made in the question of power applied to propel steam-boats, it is recorded of a steam boat, launched at Plymouth in the year 1838, that it was the largest that had ever been built; it was 110 feet long, and 14 feet high, and it was propelled by two engines of twenty horse power each. It was called the *Director*.

THE SMOKE NUISANCE.—REPORT.

The select committee appointed to inquire into the means and the expediency of preventing the nuisance of smoke arising from fires, or furnaces, and who were empowered to report their opinion, together with the minutes of evidence taken before them, to the House, have considered the matters to them referred, and have agreed to the following report:—

In their endeavours to investigate the subject, your committee have deemed it expedient to call before them a variety of persons. They have received the evidence of the most eminent men in the science of chemistry, of practical engineers of high reputation, of leading master manufacturers and proprietors of steam-engines, and of ingenious persons who had devised means, and taken out patents, for the prevention of smoke. The attention of the parties called to give evidence has been principally directed to the consideration of the following heads, on which their opinions were given:—

1. Whether it was practically entirely to prevent, or very much to diminish, the nuisance now so severely felt in large towns and populous districts from the smoke of furnaces or of steam-engines.

2. Whether, if this were practicable, it would be advisable to take any steps to prevent the nuisance; as so doing might interfere with the property or interests of manufacturers, or of the proprietors of furnaces.

3. If, in the event of the two former questions being answered in the affirmative, they would recommend some legislative enactment to be framed to prohibit the nuisance of smoke.

In regard to the first of these questions, it appears from the whole of the evidence of scientific and practical men, including master manufacturers, that smoke, which is the result of imperfect combustion, may in all cases be much diminished, if not entirely prevented. It appears to be the unanimous opinion of the witnesses conversant with the subject, that imperfect combustion arises from a deficiency of atmospheric air to mix with, and act on, the inflammable matter at a proper temperature, and under circumstances which most insure its effective operation; that this admission of air, properly regulated, is the great, if not the only, principle of preventing smoke which is generally applicable; and that all inventions for the prevention of smoke (except where the smoke has been separated mechanically by an artificial shower of water, produced in a fine constructed for the purpose) are only various applications, in different forms, of this general principle; even the flow or jet of steam which has been applied by some persons to prevent smoke in furnaces, being merely a modification of this general principle, as, though steam may modify combustion, air must necessarily flow in with it, otherwise the combustion in the furnace is arrested.

The evidence before your committee further shows, that the admission of atmospheric air, under proper regulations, into the furnace, is productive of saving in fuel, by causing the particles of carbon, which would otherwise rise in smoke and be wasted, to ignite, and thereby to increase the heat in the boiler.

It appears that the expense attendant on putting up whatever apparatus may be required to prevent smoke arising from furnaces is very trifling; and, as some of the witnesses observed, the outlay may be repaid within the year, by the diminished consumption of fuel. For additional information on this subject, your committee beg to refer to the evidence. Several most ingenious patents and inventions for the prevention and consumption of smoke were laid before your committee, which, from the testimony of the proprietors of furnaces by whom they were adopted, appeared to answer the two-fold purpose of preventing smoke, and of lessening the quantity of fuel required. The means of preventing smoke might also be applied to the furnaces of steam-boats; but such application would be attended with rather more expense than on land, from the occasional want of space and the setting of boilers in a steam-vessel. No doubt, however, existed, in the opinion of those examined, that the prevention of smoke could be accomplished in all steam-vessels. The use of anthracite coal and of coke, as the means of preventing smoke, were not overlooked by your committee; but, being well known, need not be repeated here.

In reference to the last and most important point under the consideration of your committee, how far it would be expedient to frame some legislative enactment to lessen the nuisance from smoke, your committee, after a careful survey of the evidence before them, seeing that the evils arising from smoke are severely felt in all populous places, and are likely to increase in proportion as wealth, and the use of machinery, cause a greater extension of furnaces and steam-engines, come, without hesitation, to the conclusion, that such a legislative enactment should be introduced without delay; and they trust that the personal of this evidence will ensure cordial aid and co-operation on the part of the proprietors of factories, in accomplishing an object so essential to the comfort and well-being of the surrounding country and population—an expectation which your committee feel justified in entertaining, by the knowledge of the laudable exertions which have lately been made, with much success, by the manufacturers and inhabitants of Leeds and Bradford, in Yorkshire, for the prevention of smoke in those districts.

Your committee have received the most gratifying assurances of the confidence hoped entertained by several of the highest scientific authorities examined by them, that the same black smoke proceeding from fires in private dwellings, and all other places, may eventually be entirely prevented, either by the adoption of stoves and grates formed for a perfect combustion of the common bituminous coal, or by the use of coke, or of anthracite; but they are of opinion that the present state of knowledge on that subject is not such as to justify any legislative interference with these smaller fires. In conclusion, therefore, your committee beg to recommend that a bill should be brought into Parliament at an early period of the next session, to prohibit the production of smoke from furnaces and steam-engines. They desire to hope that the matter will be thought of sufficient national importance to induce the Government to bring in a bill; but, in the event of their not doing so early next session, your committee recommend that the chairman of this committee should frame such a measure, as being the necessary result of the complete and strong conviction to which they have come by the prosecution of this inquiry.—August 17.

SUMMARY OF EVIDENCE TAKEN BEFORE THE SELECT COMMITTEE OF THE HOUSE OF COMMONS, ON THE SMOKE NUISANCE.

(Continued from last week's Journal.)

Mr. H. DICKER went on to explain how the supply of air required for the combustion of the gases evolved in the furnace, if admitted by a separate orifice, to a certain extent regulated itself, in the same manner as the supply of air to the centre of the Argand gas burner regulates itself, whether more or less gas be allowed to pass through the numerous small orifices for combustion. The object being to catch the gases while at their high temperature, experience has shown that the best place for the admission of the air is behind the bridge. Q. Do you think there is a great difference between the Argand plan and the other plans which have been recommended? A. There is a great difference, so far as relates to the plans which admit air, but do not admit it in a divided form.—Q. Admitting the air in jets? A. Yes; it is merely the principle upon which we burn gas. When we burn gas, we admit it in jets to the air; in the furnace the gas is in a body. We ought, as far as theory goes, to divide the gas into jets in the furnace, but it is a chemical fact, that, although you reverse the principle, and bring the air into jets, the action is the same.—Q. It comes to the same thing, then, whether you put a jet of air upon the gas, or a jet of gas upon the air? A. Yes; a jet of air in an atmosphere of coal gas gives a flame precisely in the same manner that a jet of gas in the atmosphere.—Q. Dr. Ure has stated that it makes no difference whether you admit hot or cold air? A. On chemical principles it makes no difference. It is better to admit the air at the atmospheric temperature, for the simple reason that it then contains the largest measure of oxygen. The coal gas requires a certain measure of air; if you expand that measure by heating it, you cannot get the same quantity in the same space.—Q. You are aware that a jet of hot air upon a fire violates the same? A. The conditions are different; you there apply the hot air to the cold fuel—here we are speaking of gaseous combustion.—Q. If this jet of hot air has such an effect upon the combustion, why should it not upon the gas which emanates from the combustion? A. That is a very important question, in reference to the application of hot air to a furnace. By heating the air you increase its bulk, and every cubic foot of air will thus have less oxygen in it, as a matter of course—the consequence is, that to introduce the same weight of air, when in a heated state, you ought to apply the blast, but if you admit it only by atmospheric pressure you will not have the same quantity of oxygen. With respect to the objections raised by manufacturers, the witnesses observed, that in many places have been before the public during the last twenty years, that there is a general impression that they are all failures, and as manufacturers adopt plans for their own benefit, rather than to benefit the neighbourhood, they must have a return. It is a prevailing opinion, that there is no necessity in the plans recommended, yet the consumption of the coal gas, when affected by a judicious admission of atmospheric air, cannot fail of being diminished. There are many modes of getting rid of smoke; a prevailing one is, in the placing the coal in front; a slow combustion there takes place, and the coal gas to pass over a space of red-hot fuel from two to three feet long. That cannot be economical; it is based on a wrong principle. It is a false principle, as Dr. Ure says; but, where there is an entire combustion of the gas, by giving it air, there must be a saving. Hot air may be given injudiciously, in too large a quantity, laying the fuel in front of the furnace in one place by which there would not be heavy black smoke, but that is no saving of economy—and is one great cause of the failure. The principle of introducing steam into the furnace the witnesses had seen. It was at first supposed that a decomposition of the steam took place, and that the hydrogen and oxygen became available. They may do so slightly, but, if there be any value in the point, it is, that it causes a current or blast in the furnace. The jet of steam passing into a furnace behind the air, which would not, otherwise have passed so rapidly, if smoke is upon produced by imperfect combustion, it will take time to get rid of it in the manner described, by a jet of steam, it will

FOREIGN MINES.

June 7.—Prods. for May, 10,000 oits. $\frac{1}{2}$ oz. = 96 lbs. Troy.—1900's tons of ore have been stamped—the average per ton is 3.04 sitavins. The poor ore is the west end of the Cachoeira is the same ground to which I alluded in my yearly report, when speaking of this mine, and at which we had not at that time arrived. 2000 kilobins of this ore were drawn in May, and I doubt not tended a good deal to depress the produce; but all the ore to the westward of this part, say east of Menach's shaft, is famous looking stuff—and, moreover, the lode appears to be enlarging as it deepens. We have rejected during the month 332 tons. The sinking is being carried on as fast as possible in the Baño and Gamba, and the eastern end of Cachoeira, is now coming down pretty fast. Yesterday thirty-four new hands were drawn to the mine station list; and when our extensive surface operations add to a close, more will be added. There are 330 fathoms of platform cut for the Bananal lode, and 548 fathoms more enlarging, for the Cristinas have been made good; in fact, we have managed to get on with the lode very well.

Mechanics' Report.—The new stamps is the great work on hand.—Cost for May, rs. 15,666 922.

Gongo Soco, Jan.,—Having just visited Caba Preta with Capt. Blamey, I have, with him, fixed on the spot for the first stamps (eighteen heads) to be worked by a 36-foot water-wheel. The stamps will be placed as close as possible to the entrance of the mine (about fifty fathoms from it), to avoid the inconvenience of transporting the ore, for which the locality is admirably adapted. I also contracted with a neighbouring farmer, who has a saw-mill for the timber and plank necessary for the construction of the stamping-mill. On the 30th ult., I dispatched from this one English carpenter (John Bennett) and a steady respectable miner (John Stanway), who, for the present, will superintend the works which will be carried on, and thirteen other persons, including one mason and one smith, and I am now sending off two Brazilian carpenters, which the completion of the saw-mill enables me to spare, and I shall engage three or four more of the latter, in order to hurry on the work as fast as possible; I hope to have the stamps working by the end of the present year. I shall have to engage from about twenty to thirty labourers, for the purpose of clearing and repairing the water-courses, leveling ground for the stamps, assisting masons, carpenters, and other works. The greater part of the ironwork I shall have prepared here, and sent down. The quantity of water which can be brought to the mine, from the best calculation we (Captain Blamey and myself) have been able to make, is about 1300 gallons per minute; probably, during the latter months of the season when the water invariably decreases, we may not be able to work more than twelve heads. The part of the lode said to be the richest is buried under rubbish and water, to what depth I have not been able to ascertain. From the measurements made by Captain Blamey, an adit eighty-five fathoms in length would intersect the spot pointed out as the deepest part, worked about seventeen fathoms deep from surface—no doubt, below any working which have been made on the lode.

The soil, judging from the nature of the ground at surface would not be an expensive undertaking, and the propriety of commencing it is now under discussion with myself and the captain. Whilst the stamping-mill is being dug, a force of ten or twelve will be employed in the mine, raising ore for the stamps, the fastest way of proving the value of the lode will be by carrying a six feet step through the whole extent of it, that is, stamping six feet in depth the whole length of the lode. Should the quartz lode on further trial be found productive and worth working, the advantages offered by the locality of the country about the mine, for the erection of stamping-mills, is, as before said, great, as from the spot where the water is first taken up near the entrance of the mine, to the bottom of the valley, there is a fall of 126 feet within a distance of little more than 100 fathoms, and a further fall of eighteen feet to the bottom of the valley in front of Cata Preta house, along which the soft black lode runs—therefore at any time you may decide on trying the soft black lode, the water can, by an expense for launders and a lat, be made available for that purpose. The expenses incurred with the establishment of Cata Preta shall be kept, and sent home distinct and separate from the Congo expenses, and the board may rest assured that every economy practicable will be used; I purpose visiting Cata Preta three times a month. It is to me a source of much uneasiness that I cannot report to you any alterations for the better in our mining prospects; by the report for last month you will observe that all our endeavours, both in old and new ground, to meet with better produce, have been met with bad success. In the cross cut, driven at the Camara, a quartz lode, strongly impregnated with pyrites, has been cut, and two samples from it have shown a little gold in the lodes. No opinion can be given yet of the lode, until we have cut through it, and made further trials, which will be done.

J. K. A. CROFTY.

Cuba Beacon, May 25.—In forwarding the gold report for the past week, I have to express my regret that the value of the lode is again retrograding, as 360 tons of stuff from the hitherto richest parts of the mine were broken and crushed with a return of only 5 lbs. 3 oz., or nearly seventy tons to the pound; and eighty-five tons from the deep all stamps gave, with the washing up, about 10 oz. of gold only. Where in turn, and increase our produce, I really do not know. A few (athoms more sunk in the mine must decide whether the gold is likely to appear again as it has been; but, after the promising appearances which I have before noticed to you, and present disappointment, I greatly fear we cannot expect any great improvement. The works at No. 14 lode (San Antonio) are not yet sufficiently advanced to enable us to get anything from thence, even if the lode proves good, and I have most sanguine hopes it will do so, as some beautiful stones have been broken within the last few days, and considerably west of where the former proprietors carried on their works. Where we are the lode is about two to three feet wide, and disordered. The stones I allude to were taken from this part, and are much in appearance like those from the Olinco Oro Fino. Though we are not yet in a position to work No. 14, still we shall be able to make a trial of it with the San Antonio stamps, and which I at once purpose doing, and shall continue from time to time, as we advance towards the old workings. At Somidown, Capt. Williams has a labourer or two employed in proving the nature of the lode, which it would be necessary to bring up a deep shaft.

May 31.—I have little to add to my last letter. More samples have been taken from No. 14, some of which have shown as high as 144 tons to the pound of gold, and some have shown nothing. Next week I hope to submit twenty to thirty tons to the stamps, but if the lode does not give well, I shall not be discouraged, as we are still far west of the old workings. The prospects for the present week will, I fear, be no better than that of the past, though for the last three days the mining captains all report the stone of a better appearance.

June 4.—I inclose the mining captain's monthly report and the grid report for the past week, which I am truly sorry to say does not bear out the captain's opinion of a decided improvement in the bottom, or rather shows that this improvement is in appearance only. It is true that from the excessive hardness of the stone, we are stamping comparatively little of it. Every stamp-head that we can apply with the present water is now at work, but, I fear, cannot the return will be better for this than last week.

June 6.—Four more samples have been taken from the Sandstone beds, but their value is not yet ascertained; in my next I will forward the result. I am now stamping the hole from No. 6 (Otho Major and Minor), separate from that from the bottom, to ascertain their respective values. I only began to do so yesterday, and to judge from the speed of it, day No. 6 is decidedly the richest ground.

Could return for three weeks to 3d June, 23 lbs. 9 os. 8 dwts. 6 gra. 1 dwt. for the month of May, 26 lbs. 4 os. 10 dwts. 17 gra.

EMERSON ELECTRIC MINING COMPANY.

August 21.—At Good Fortune shaft we are sinking below the fifty fathom level; the hole is one foot wide, with stones of ore. The fifty feet is one foot wide, and worth 75 per fathom; the next is two and a half feet wide, and worth 140 per fathom. The forty-four feet is worth 35 per fathom. The thirty-three feet is worth 55 per fathom. At Christian the eighty feet is one foot wide—poor. The rise is the eighty feet is one foot wide, with good stones of ore. The seventy feet is two inches wide, and not much ore. At the thirty feet the hole is three feet wide, few stones of ore. The fifty feet is W. Symons.

August 23.—The hole in the forty fathom level, east of Hunt's engine-shaft, is about eighty-two inches wide, composed of spar and copper ore—and, altogether, the hole is looking more promising than for some time past. The new engine-shaft in the eastern part of the mine is sunk nine feet below the thirty-five fathom level, but as yet no hole taken down—ground favorable for sinking. The thirty-five fathom level, west of the shaft, has just passed through a stone course, which has thrown the hole out of its regular course—we hope, however, to find it again after a few days; the hole in this level, east of the shaft, is about two and a half feet wide, composed of spar, garnet, and black and grey ore. The mine in the bottom of the twenty-five fathom level east is suspended until the bottom level is driven under, which will let down the water; it is sunk about eight fathoms, in good ground, the hole being about two and a half feet wide, and worth about two tons of good ore per fathom, and still promising to improve. The winches are now employed in the twenty-five fathom level east, in which the hole is about three feet wide, composed of garnet, spar, and masses of ore. The trifling plants are sunk the same. We sampled on Friday last 42 tons 17 cwt. 8 lbs. of good ore.

J. FAIRBANKS.

August 22.—Hitchins's shaft is sunk below the 100 fathom level four fathoms, the ground at present not quite so favourable for sinking. In the 110 fathom level, on the south side, west of Wall's shaft, the lode is ten inches wide, and worth 9¢ per fathom; on the north side, east and west of Goldsworthy's winze, at this level, the lode is ten inches wide, and worth 5¢ per fathom. In the 100 fathom level, west of Hitchins's shaft, we have cut a cross-course, which has thrown the lode out of its regular course—the end is now driving in search of it; the lode in the eastern stopes is the back of this level is sixteen inches wide, worth 30¢ per fathom; in the western stopes the lode is twenty inches wide, and worth 23¢ per fathom; in the cross-cut south of Wall's shaft, towards the Flapjack lode, the ground is hard for driving. In the ninety fathom level, west of Hitchins's shaft, no lode has been taken down during the past week; in the eastern stopes in the back of this level the lode is sixteen inches wide, worth 18¢ per fathom; in the middle stopes the lode is one foot wide, and worth 12¢ per fathom; in the western stopes, east of Hitchins's shaft, the lode is two feet wide, and worth 5¢ per fathom; in the stopes west of Hitchins's shaft the lode is twenty inches wide, and worth 45¢ per fathom. In the eighty fathom level, east of Wall's shaft, the lode is sixteen inches wide, and worth about 5¢ per fathom; ditto west, no alteration; at this level, east of the great cross-course, the lode is fourteen inches wide, and worth 18¢ per fathom; driving west on the north lode at this level, the lode is eighteen inches wide, composed of capel, spar, mundio, and stoves of copper ore; the lode in the stopes in the back of this level is one foot wide, and worth 18¢ per fathom. In the deep silt level, east of Lady Beem shaft, no lode has been taken down since last reported. The pitches still continue to look favourable. T. RICHMOND.

August 31.—The thirty-five east, on Wharfedale Jewel lode, is eighteen inches to two feet wide, containing stones of yellow ore; ditto west, on this lode, is a little more promising than last reported, and letting out large quantities of water. The wings sinking in the bottom of the seventy west, on this lode, is worth 14s. per fathom; and the wings under the seventy east is worth 16s. per fathom. The seventy east, on the new lode, is worth 6s. per fathom. The thirty-seven east, on Buckingham's lode, is worth 5s. per fathom. The thirty east, on Wharfedale Jewel lode, is worth 13s. per fathom. We have commenced a rise in the back of this level, and the lode is worth 14s. per fathom.

S. J. R. A. N.

August 22.—In Williams' shaft no hole broken during the week. In the seventy fathom level, in the eastern end, the hole is from three to four feet wide, two feet producing good ore; in the western end the hole is four feet wide, with slimes of ore. In the sixty fathom level, in the eastern shaft, the hole is two feet wide, and first producing ore. West of diagonal shaft the hole is from four to five feet wide, a little improved. East of James' shaft the hole is six feet wide, producing ore throughout, west of James' shaft the hole is from nine to ten feet wide, producing ore of a fair quality. East and west of Kittie's winze the hole is seven feet wide, two and a half feet on the north part producing ore; in the winze below this level east the hole is three feet wide, two feet of which is producing good ore. No hole broken in Diagonal shaft; in the winze sinking below this level the hole is from two to three feet wide, eighteen inches good ore. In the fifty fathom level the hole is three feet wide, two feet good ore. In the forty fathom level the hole is in the winze four feet wide, three inches good ore. In Gibson's shaft the hole is in the winze four feet wide, three inches good ore. In Turner's shaft the hole is three feet continuous much the same as last reported. In Turner's shaft the hole is three feet wide, two feet producing ore. In Hill shaft the hole is two feet wide, coarse in quality. In the twenty fathom level, on Henry's level, the hole is three feet wide, two feet producing ore, with a kindly appearance.

N. LARSEN. & H. FRASER.

August 31.—The seventy fathom level, driving west of great engine-shaft, is favourable for driving, and encouraging in appearance. The Chiverton hole is about one foot wider than bottom of Dunham and stones of lead. We have resumed sinking the new bore below the sixty fathom level, on the north side, where it is large, and still productive, worth about \$60. per fathom. We have not taken down any hole during the past week in Murray's engine-shaft, but shall do so in two or three days; the ground and branches of lead in the shaft continue equally favourable in appearance. The sixty fathom level, west of Murray's engine-shaft, is also good for drifting, but unproductive for lead. The local variation here is very favourable for this level, is still good, and, notwithstanding some variation for the last week or two the western strokes are good, and productive, having reduced, in a measure, the richest or best part of our ground level. We sampled on Thursday last computed fifty-eight tons of ore from six or seven load runs. J. WARD. A. BOWEN, JUN.

August 21.—I beg to say, that of the north engine shaft we have sunk about seven feet below the thirty fathom level; at this level, driving south, we have still a productive zone of about eight inches wide, good work for silver-lead, zinc, and copper. At the fifty fathom level, driving south, the lode is about four inches wide, holding silver-lead, zinc, and copper. At the thirty fathom level this lode is unproductive. On the south side, at the fifty fathom level, driving east, we find it about eight inches wide, composed of spar and steatite, with spots of copper. At the thirty fathom level, driving east, the lode is about two feet wide, composed of spar, spar, and steatite, with some good masses of ore. At the thirty west the lode is about two feet wide, composed of spar, spar, and steatite. At the twenty fathom level we have not taken down the lode. At Harbourside mill we have now discovery. At the south mine the engineers are busy engaged in getting the engine together.

JOSEPH F. FRILLIS.

[illegible][illegible]

Duffryn Colliery.—On Wednesday week, as the men were proceeding to work, an explosion of fire damp took place, by which much injury was done to the pit and the surrounding houses, but happily there was no loss of life.

Ducklington Colliery.—J. Jude, a pitman, was severely injured by an explosion of fire damp in this colliery.

OUTFIELD COLLIERY.—REMARKABLE TENACITY OF LIFE.—On the 21st ult., the sides of a pit belonging to the Outfield Colliery, Fenton, in the Potteries, fell in to the extent of between twenty and thirty paces. At the time of the accident there were seven men and one horse in the works. Fortunately, by means of a passage which communicated with an adjoining pit, called a water-pit, the men escaped in safety, but the horse, being unable to pass through the same aperture, was left in his perilous situation. Three days after the occurrence three men descended the shaft of the water-pit, and succeeded in conveying some hay and oats to the unfortunate animal; and two days afterwards they furnished him with a fresh supply, but this time they accomplished their object with much difficulty, owing to the generation of sulphuretted gas. After the lapse, however, of five more days, they made another attempt, which proved totally ineffectual, the gas having accumulated to such an extent in the water-pit as to render all further efforts both impracticable and hopeless, and the poor animal was, therefore, reluctantly abandoned to his fate. On the 11th of the present month the re-opening of the coal-pit shaft was completed, when, to the utter astonishment of the workmen, the horse was still found alive, but standing on his legs, having been released twenty-one days, fifteen or sixteen of which he had been confined in a most cramped position while at work in the pit.

Now Motion Picture.—We had in the New York Morning Courier of the 7th inst. an announcement of the exhibition, by Dr. Deane, of the working model of an "engine, without boiler, horse, smoke pipe, or chimney, which has excited so much attention in the scientific and mechanical circles." We shall endeavor to obtain some authenticated particulars of this invention, and place them before our readers.

never be attended with economy. The prevention of smoke by complete combustion is attended with economy, for then smoke is never formed. The reason that coal gas has a colour, when first evolved from coal, is owing to its impurities; it has a great body of coal tar mixed with it; it is, in fact, though called smoke, but impure gas.—Q. Such smoke must be made before it comes in contact with the grates? A. It is very easy to prove that it is all coal gas. It is as much coal gas in the furnace as if you took the lid from a gas retort in the gas works. The witness explained, that if too much air passes up through holes in the fuel on the bare smoke will be made.—Q. The system by which Mr. Williams proposes to consume the smoke is not one which requires an addition of fuel, is it? A. No.—Q. Does it not admit the air beyond the bridge, and, by a certain distribution of that air into the gases, consume those gases? A. The general impression is, that what you have in the furnace is smoke, but it is not so; it is gas, and it is that gas to which the jets of air are given. You get the combustion of the gas, and, of course, you get a higher temperature.—Q. Then, without an addition of fuel, you get a considerable increase of heat, and, at the same time, you get rid of the substance? A. You get an increase of heat, and you get rid of the nuisance decidedly—that is, the source of economy.—Q. Therefore, it is an erroneous impression to say that you get a furnace to burn its own smoke; it ought to be that you get a furnace to prevent the smoke, not to consume it; whereas, the common idea is, that the smoke is to be generated, and, by passing over the fire, is to be consumed. That is an improper expression according to Dr. Ure and Mr. Williams. Is it to be understood that that is your opinion? A. Just so; you must consume the gas in its nascent state, and not let it get to a state of smoke.

Dr. D. B. REID, M.D., was next examined. In regard to chemistry, and has attended a good deal to the ventilation of the House of Commons.—The CHAIRMAN having described the object of the committee, requested the witness to inform the committee, as a chemist, what he considered the nature of smoke?—Dr. REID observed, that it consisted essentially of carbon, separated, by decomposition, from the gaseous matters liberated from the fuel—mixed with minute particles of undecomposed fuel and with moisture and other materials. It might be considered as being produced by imperfect combustion. The cause of the production of smoke is the imperfect oxygenation of inflammable matter. Considers it can be corrected to an extreme extent with benefit to the proprietors, as well as to the public, and by a saving of fuel. There are certain chemical operations where it is important to have a powerful deoxidizing influence brought to bear upon the materials, as in some reverberatory furnaces. This objection, however, has no reference to the greater number of cases where nuisances arise. With respect to the effect of smoke upon air, Dr. Reid observed, he should not at all attribute greater essential impurity to the air from the development of smoke than from absolute combustion, but the impurity produced by the imperfect combustion which generates smoke, is of a much more offensive nature—in particular, by producing those black portions of soot with which all are familiar, and which, for instance, annoy them at the Houses of Parliament to such an extent, that he had been under the necessity of putting up a veil about forty feet long by twelve deep, on which, in a single evening, they could count 200,000 visible portions, with the naked eye, upon a square inch. On one occasion, at the Horse Guards, the amount of smoke deposited was so great, that the impression of the foot as he walked on it was as distinct as when snow lies on the ground. Considers it injurious to the lungs by inhaling it. It is obvious that, to individuals of a delicate constitution, it must be injurious where such an atmosphere is inspired.

HOME & FOREIGN MINES

The strike of the coppermen at Swansea and North cannot fail to derange materially the whole copper-trade, and, therefore, will be felt by all our mines. As we have already, on a former occasion (see *Mining Journal* of the 12th inst.), observed, the plea—undoubtedly, an honest plea—upon which the smelters justify the reduction of wages is, that they have been carrying on their works at a loss. To them, therefore, the glut of foreign copper, which has resulted from the permission and encouragement to bring foreign ores to England for smelting, and, consequently, to open foreign mines, has proved anything but a boon. That the workmen suffer is proved by the present strike. The fall in the standard shows its effect on the home mines. They remain, then, the adventurer in foreign mines, and it will be easy to show that he is the greatest sufferer of all. As a simple and convincing mode of putting this fact, we subjoin the whole of the foreign mines whose shares are now quoted, and, in one column, the amount paid upon them, and, in second, their value at the present price of the shares:—

Company.	Paid.	Present value.
Alcoa.....	\$7,300	\$20,300
Anglo-Mexican.....	1,000,000	33,000
Brito-Buenavista.....	84,310	38,192
Chicomila.....	300,000	19,000
Brasilian Imperial.....	310,000	70,000
Bolivar.....	310,000
Brito-Serp.....	100,000	30,000
Cata Branca.....	63,000	45,000
Cerro.....	400,000	300,000
Colombian.....	457,000	0.000
Coronado.....	100,000	0.000
General Mining Association.....	310,100	100,000
Mexican.....	300,000	14,000
Morazan and Cocom.....	847,370	117,000
Real del Monte.....	180,000	90,000
San Juan del Rey.....	1,200,000	80,000
United Mexican.....
Total.....	\$4,007,810	\$1,007,777
Less.....	\$3,910,901

BY W. L. HALL, CHAD, 1907, C. B.

Description of the Water-Pressure Engine at Freyberg, Saxony.—Trans. Inst. Civil Engineers.

The machine, ascribed in this communication, was designed by *Sten Berende*, in 1823, and constructed in 1824, for draining the *Alte Moergras Buijs*—one of the largest silver mines in the neighborhood of *Freysburg*, *Saxony*. This engine, which is fixed at a depth of 350 feet below the surface of the ground, has two single-acting cast-iron cylinders, each 18 inches diameter and 9 feet stroke; to the pistons of which are fixed strong, thin piston-rods, each attached at their upper ends by a flat-iron rod and chain, the opposite segments of a horizontal working beam—thus connecting the pistons of the two cylinders, so that, when one is being moved upwards, the pressure of water underneath it, the other is depressed by the weight of all the pump-rods and other moving parts to which it is connected. The admission and exclusion of water from the cylinders is regulated by slide valves worked by levers and tappets. The piston-rods give motion to the horizontal arms of two bell-crack levers, the diagonal arms of which move the two pump-rods, working forty-four pumps, in two sets of twenty-two each, and one above another, at an angle of 45° with the horizon, each dipping into a delivery cistern of the pump immediately below it; this is repeated down wards for the whole series—and thus the water is raised from the bottom of the mine to the point where it runs off by an adit. Each pump has a lift of 10 ft. 6 in. The duty performed by this engine is stated by *Gortner* (*Lehrbuch der Maschinen*, published at Vienna in 1834) to be as 70 to 100.—The author then gives a very minute account of the construction of the engine, illustrating the paper by three drawings, giving the general arrangement and the detailed construction of all the working parts.

Mr. TAYLOR remarked, that the water pressure engine was of Hungarian origin; it was extensively used in Germany, and had latterly been applied in proved in construction, particularly by eliminating the radiating rods of plant a series of pumps over each other, as had been described in the paper. He believed that Saxton erected the first engine of the kind in this country. Trevellick built one about forty years since, with cylinders of 30 inches diameter. Another was erected by Mr. Fairbairn, and, since then, one had to built, under the direction of Mr. Darlington, with cylinders of 30 inches diameter and 20 feet stroke, worked by a force of water of twenty-two feet high through a descending column of 30 inches diameter; the pumps worked the engine was 20 inches in diameter, raising water from a depth of twenty-two feet high; the actual speed of working was four strokes per minute, and he had seen it attain six strokes. The construction consisted by the closing the valve at the end of the stroke was generally very prejudicial to those given; but, in that made by Mr. Darlington, it was diminished by allowing the large valve to close a short time before the stroke finished, and bring the piston home with a small valve; by this means an action was found to result that of the rush of the water, and the violent shocks were avoided.

